

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8528

號二初月六閏年三統宣

THURSDAY, JULY 27 1911.

四拜禮

號七廿月七英港香

\$30 PER ANNUM.
SINGLES COPY 10 CENTS.

SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
JAPAN AND AMERICA. RECIPROCAL TREATY. [INDEPENDENT NEWS "AGENCY"] Tokyo, July 26. The Foreign Traders' Association has proposed to the Department for Foreign Affairs a scheme for concluding a Reciprocal Treaty with the United States of America.	Stone-throwing was indulged in and there were baton charges by the police. Several persons were injured. Military troops cleared the hillsides and dispersed the rioters.	HOME POLITICS. LORDS AND COMMONS. [SERVICE TO THE "TELEGRAPH"] London, July 26, 11.40 a.m. The Right Hon. A. J. Balfour, Leader of the Opposition, in a letter addressed to Lord Newton, dwells upon the danger created by the Parliament Bill.	The "Standard" which hitherto has been recalcitrant, says that it is better to follow the Unionist leaders' possible erroneous strategy than to ender that strategy, ineffectual by insubordination and want of discipline. The "Daily Mail" declares that it would be sheer folly for the Unionists to disregard Mr. Balfour's definite lead.	"THE LONELY FURROW." London, July 27, 7.25 a.m. The Earl of Rosebery, ex-Premier, has been in audience with the King at Buckingham Palace.	Great Britain adheres to the statement made by the Premier (Right Hon. H. H. Asquith) on the 6th instant, and is convinced that any settlement outside of Morocco that France accepts will not be prejudicial to England.	THE HIGH COURT OF JUSTICE. TO BE ESTABLISHED. [SHANGHAI "PO" SERVICE] Peking, July 25. The new Cabinet will consider the formation of a high court of justice at to-morrow's meeting.
THE AVIATION RACE. IN BRITAIN. [THE "TELEGRAPH" CORRESPONDENT] London, July 26, 7.10 p.m. In the 1,010 miles aviation flight, French Lieutenant Count de Beaumont, alias André Beaumont, won the £10,000 "Daily Mail" prize, in the time of 23 hours, 28 minutes, 18 seconds. Vedrine was second.	AVIATION RACE. EDINBURGH TO BRISTOL. [SERVICE TO THE "TELEGRAPH"] London, July 26, 8.15 a.m. Beaumont and Vedrine, the two leading competitors in the aviation circuit race, have arrived at Bristol after a most exciting race from Edinburgh. Vedrine was only twenty minutes behind Beaumont, although he landed by mistake half a mile off the aerodrome, thus losing another hour. The British competitors, Valentine and Hamel, arrived at Glasgow and Edinburgh respectively yesterday evening.	The right hon. gentlemen counsel Unionists not to quarrel over the procedure within the House of Lords but to prepare for a great struggle outside. The campaign, he says, has only just begun, and unity and discipline are essential to ultimate victory.	The "Morning Post" adheres to its former views at ridicule the idea of a Party split.	LEADERS TO RESIGN. London, July 27, 7.25 a.m. Some of the Unionist papers anticipate that Mr. Balfour and Lord Lansdowne will resign their respective leaderships of the Party in the House of Commons and the House of Lords respectively, if the Party rejects their advice regarding the Parliament Bill.	[In the speech referred to, Mr. Asquith made it clear that, whilst supporting France, we will not stand aside and allow arrangements to be made behind our backs, as was apparently hoped by Germany. Though the situation is grave, confidence is felt, said the English journals, that a solution will be found by diplomatic negotiations, so as to prevent recurrence of alarms and excursions in connection with Morocco.]	A BIG LOAN. TO DEVELOP POSTAL SERVICE. [SHANGHAI "PO" SERVICE] Peking, July 26. The Ministry of Communications proposes to raise a loan of \$20,000,000 in Belgium for the purpose of developing the postal service.
RACING AT HOME. GOODWOOD PLATE. [THE "TELEGRAPH" CORRESPONDENT] London, July 26, 7.10 p.m. The result of the race for the Goodwood Plate was as follows:— Ignition 1 Pillo 2 Cardinal Beaumont... 3	BEAUMONT'S WIN. London, July 26, 9.35 p.m. Beaumont won the aviation prize of £10,000 offered by the "Daily Mail," completing the distance of 1,010 miles in 23 hours and 28 minutes. He showed amazing skill and endurance throughout the journey. On landing at Broadlands, the spectators carried him shoulder high and gave him a great ovation. Vedrine, who finished in the time of 23 hours and 24 minutes, also got most enthusiastic ovations from the crowds at Exeter, Salisbury and Brighton. The last stages of the race were attended with the utmost excitement and Vedrine was congratulated on his gallant effort. The next competitors in the race have just quitted Glasgow.	"THE TIMES" VIEW. London, July 26, 10.40 a.m. "The Times," in an article on the subject, expresses the trust that Mr. Balfour's letter will profoundly modify the eloquence of the speakers at the coming Party banquet to Lord Halsbury. Lord Milner, Lord Selbourne, Mr. Austen Chamberlain and the others (says "The Times") must realise that they have no power except the power to damage the Party.	CITY CONSERVATIVES. London, July 26, 9.45 a.m. At a meeting of the City Conservative Association yesterday, a vote of confidence in Mr. Balfour was passed.	MOROCCAN SITUATION. GERMAN STATEMENT. [SERVICE TO THE "TELEGRAPH"] London, July 26, 1.55 p.m. The inspired German journal, the "Kölnische Zeitung," states that the question of compensations to Germany for not opposing French proceedings in Morocco is no longer a colonial question, but a question of power which must be decided in Europe.	HOME RACING. GOODWOOD CUP. [SERVICE TO THE "TELEGRAPH"] London, July 26, 6.25 p.m. The probable starters and jockeys in the race for the Goodwood Cup, two and a half miles (to be run this afternoon) are as follows:— Royal Realm, Earl. Kilbroney, Walter or Griggs. Yellow Slave, Maher. St. Crispin, H. Jones. Martingale II., Martin. Bryony, Huxley.	NEW BANK NOTES. [SHANGHAI "PO" SERVICE] Peking, July 26. The Ministry of Finance intends to introduce the new notes of issue bearing the likeness of the Prince Regent on the front.
ABANDONING ARMOUR PLATE. IN NEW BATTLESHIPS. [THE "TELEGRAPH" CORRESPONDENT] London, July 26, 7.10 p.m. The Admiralty are abandoning armour plate in the new eighteen thousand tons battleships.	STAND OR FALL. London, July 26, 9.45 a.m. Mr. Balfour's letter is of a most emphatic character. He says:—"With Lord Lansdowne I stand; with Lord Lansdowne I am ready if need be to fall." "Is there," he asks, "anything worthy to be called fighting in the course recommended by friends of ours who are canvassing against Lord Lansdowne?" "Is it heroic to fail to see that it requires the exercise of any military virtue?"	DISCOURTESY TO PREMIER. London, July 26, 9.45 a.m. A meeting was held yesterday of the Unionist members of the House of Commons to protest against the treatment meted out to the Premier on the occasion of his speech on the Parliament Bill. The meeting was invaded by uninvited members and, after much recrimination, it broke up without result.	THE HALSBURY DINNER. London, July 27, 3.30 a.m. The company at the Party dinner given to Lord Halsbury to-night included some of the most prominent Unionists in both Houses. Among the latest adherents who attended were Lord Waldegrave, Viscount Churchill, the Unionist Whips, Lord Roberts, Lord Winchester, and Lord Plymouth. Lord Selbourne, in proposing the toast of Lord Halsbury's health, read a telegram from the Right Hon. Joseph Chamberlain heartily supporting the policy of the Unionist Party. His Lordship in the course of a most fighting speech, declaring for no surrender, stated that a division in the Party could solely result upon the creation of new Peers. When that issue was past, the Party would close their ranks. Lord Halsbury, the guest of the evening, got an ovation on rising to speak. His Lordship, after a vehement reception, appealed to his colleagues to resist the Parliament Bill to the end.	BRITISH FLEET RECALLED. London, July 26, 1.55 p.m. A Plymouth message to the "Western Morning News" says that the Atlantic Battleship Fleet and the Fifth Cruiser Squadron, which are presently at Cromarty and should have sailed for Norway at noon to-day, have received orders from the Admiralty to return to Portsmouth. It is believed that this order has been issued in consequence of the latest phase of the situation in Morocco.	GOODWOOD PLATE. London, July 26, 6.45 p.m. The race for the Goodwood Plate resulted as follows:— Ignition 1 Pillo 2 Cardinal Beaumont... 3 Six ran. Ignition won by four lengths. There were six lengths between second and third. The betting was as under:— 40 to 1 against Ignition. 5 to 4 on Pillo. 4 to 1 against Cardinal Beaumont.	SERIOUS TROUBLE IN MANCHURIA. THE CABINET ALARMED. [SHANGHAI "PO" SERVICE] Peking, July 26. The Cabinet has received a telegram from the Viceroy of the Three Eastern Provinces to the effect that there is serious trouble in Manchuria. The Cabinet is greatly alarmed.
REUTER'S TELEGRAMS. RIOTING IN WALES. RHONDA VALLEY IN REVOLT. [SERVICE TO THE "TELEGRAPH"] London, July 26, 8.15 a.m. There was an outbreak of rioting amongst the coal miners of Rhonda Valley yesterday evening.	BETTER FEELING. London, July 26, 9.45 a.m. A better feeling is evident in the columns of the Conservative Press, which announces that the Halsbury dinner is in no way intended as antagonistic to Mr. Balfour or Lord Lansdowne.	THE HALSBURY DINNER. London, July 27, 3.30 a.m. The company at the Party dinner given to Lord Halsbury to-night included some of the most prominent Unionists in both Houses. Among the latest adherents who attended were Lord Waldegrave, Viscount Churchill, the Unionist Whips, Lord Roberts, Lord Winchester, and Lord Plymouth. Lord Selbourne, in proposing the toast of Lord Halsbury's health, read a telegram from the Right Hon. Joseph Chamberlain heartily supporting the policy of the Unionist Party. His Lordship in the course of a most fighting speech, declaring for no surrender, stated that a division in the Party could solely result upon the creation of new Peers. When that issue was past, the Party would close their ranks. Lord Halsbury, the guest of the evening, got an ovation on rising to speak. His Lordship, after a vehement reception, appealed to his colleagues to resist the Parliament Bill to the end.	BRITAIN'S ATTITUDE. London, July 27, 7.25 a.m. Reuter's correspondent states that the abandonment of the British Atlantic Fleet's visit to Norway is in no way connected with the situation in Morocco, but is due to a change in the programme at home. No new factor has supervened. Yesterday's conferences were due to a desire on the part of the Ministers to hear orally from Sir Francis Bertie, the British Minister at Paris, the French view of the situation.	HOME CRICKET. COUNTY RESULTS. [SERVICE TO THE "TELEGRAPH"] London, July 26, 6.45 p.m. Appended are the latest results in the County Cricket matches:— Yorkshire beat Sussex by 281 runs. Essex scored a draw. Middlesex beat Worcestershire by 10 wickets. Surrey beat Derbyshire by an innings and 214 runs.	ACCEPTANCES. London, July 27, 3.30 a.m. Warner and Smith of Warwickshire have accepted invitations to take place in the English Cricket XI going to Australia.	TRouble in the North. FRENCH TROOPS DESPATCHED TO SHANHAIKWAN. [SHANGHAI "PO" SERVICE] Peking, July 26. It is reported that big detachments of French troops, from the garrisons at Tientsin and Peking, have suddenly advanced to Shanhaikwan.
						OPIUM SUPPRESSION IN CHINA. [SHANGHAI "PO" SERVICE] Peking, July 26. An Imperial edict was issued yesterday to the effect that all opium restrictions and taxation on opium, existing before the ratification of the Anglo-Chinese Opium Agreement, must be removed in Kwangtung and other provinces.
						The Weather Forecast.  VERY DRY.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$18,000,000
RESERVE FUND 10,000,000
SILVER 10,000,000
RESERVE LIABILITY OF PRO- \$31,200,000
PHILADELPHIA

COURT OF DIRECTORS
Hon. Mr. Henry Kewick - Chairman
(H. H. McArthur, Esq., Deputy Chairman)
F. H. Armstrong, Esq., C. H. Lenzmann, Esq.,
G. H. Belloch, Esq., F. Lich, Esq.,
A. Forbes, Esq., E. Shellen, Esq.,
C. S. Gubbay, Esq., H. A. Sicks, Esq.

CHIEF MANAGER:
HONGKONG - N. J. STABB.
MANAGER:
Shanghai - H. E. K. HUNTER.
LONDON BANKERS - LONDON COUNTY
AND WESTMINSTER BANK LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 2 3/4 per cent. per annum.
For 12 months, 3 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Rules may be obtained
on application.
INTEREST on deposits is allowed
at 3 1/2 per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the Hongkong
and Shanghai Bank to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

INCORPORATED BY ROYAL
CHARTER 1853.

HEAD OFFICE: - LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITY OF
PROPRIETORS £1,200,000

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the rate
of 2 per cent. per annum on the Daily
Balances.

On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3 1/2 per cent.
On Fixed Deposits for 3 months,
2 1/2 per cent.
W. DICKSON,
Manager.

Hongkong, 1st May, 1911. [12]

YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 16,850,000

Head Office - YOKOHAMA.

Branches and Agencies
TOKIO. HANKOW.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG - INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balance.

On fixed deposit: -
For 12 months 4 per cent. pa.
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 10th March, 1911. [18]

INTERNATIONAL BANK-
ING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE: -
60 Wall Street, New York.
LONDON OFFICE: -
86, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTY BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and Ex-
change Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates: -
For 12 months 4 per cent. per annum
For 6 " 3 1/2 " "
For 3 " 2 1/2 " "

GEO. HOGG,
Manager.
No. 9, Queen's Road Central.
Hongkong, 29th Feb. 1911. [19]

Banks

DEUTSCH ASIATISCHE
BANK.

CAPITAL FULLY
PAID-UP, Sh. Tael 7,500,000
HEAD OFFICE: - SHANGHAI.
BOARD OF DIRECTORS: - BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Harbin,
Kobe, Peking, Singapore, Tientsin,
Yokohama, Tsingtau, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
The Union of London and Smith's
Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.
DIRECTION DER DISCOUNT GREEK-
SCHAFT.

INTEREST allowed on Current
Accounts. DEPOSITS received on terms
which may be learned on application.
Every description of Banking and
Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th Mar. 1911. [2]

THE MERCANTILE BANK OF
INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed 1,125,000
Paid Up 562,500
Reserve Fund 325,000
HEAD OFFICE:
10, Threadneedle Street, London, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong,
Kobe, London, Shanghai,
Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.
BANKERS:
Bank of England,
London Joint Stock Bank, Ltd.

EVERY description of Banking and
Exchange business transacted.
Stocks and Shares bought and sold
on account of Constituents. Letters of
Credit granted on Agents and Cor-
respondents all over the world.

Interest allowed on Current Ac-
counts at 2 per cent. per annum on
Daily Balances and on Fixed Deposits
as under: -

For 3 months 2 1/2 per cent. per annum
" 6 " 3 " "
" 12 " 4 " "
F. C. MACDONALD,
Acting Manager.

CHINA MUTUAL LIFE INSUR-
ANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Watts, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. H. Noll, Esq., F.I.A., Actuary.
A strong British Corporation Registered under
Hongkong Ordinances and under Life Insurance
Companies Act, England.
Insurance in Force \$2,571,450.
Assets to meet 9,874,300
Income for Year 3,849,000
Insurance Fund 9,500,000
LEFFERTS KNOL, Esq., District Manager.
H. W. TAFE, Esq., District Secretary.
Hongkong, Canton, Macao and the Philippines
Alexandra Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt.,
C.M.G., T. F. Hoyle, Esq., C. J. Lefevre, Esq.,
Hongkong, 2nd July, 1911. [15]

ENTERTAINMENTS.

VICTORIA
THEATRE.ONCE MORE
CORONATION PICTURES
OF HONGKONG

will be shown every night until
further notice.

COLLIERS SISTERS
theCLEVER OPERATIC and
BURLESQUE ENTERTAINERS.

Hongkong, 20th July, 1911. [165]

BIJOU SCENIC THEATRE.

Flower Street.
EVERY EVENING
CINEMATOGRAPH
VAUDEVILLE

GRAND CORONATION PICTURE
OF KING GEORGE V.

9.15 p.m. 9.15 p.m.
Miss VIOLET BONNETTA
and
Mr. R. H. STEPHENSON.

7.15 p.m. Pictures only. 7.15 p.m.
Electric Fans Throughout Theatre.
See Hand Bills.
Lessee & Manager:
BOB STEPHENSON.

Hongkong, 22nd July, 1911. [1233]

Intimations

THE PATHS OF COMMERCE



General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date
MOTOR

RING UP 1034.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

YOUR GLASSES

should give rest and comfort to your eyes.
If they do and if the mountings are
properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE.
There is no comfort in spectacles that
are merely "good enough." They are
either RIGHT

OR ALL WRONG

If in need of changes, adjustments, or
repairs, come and see us at our new
location in York Buildings, between
Kelly & Walsh and Moutrie's.



33

"FELUCCA."

EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.,

CAIRO.



THE BERNESE ALPS MILK CO

STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

081]

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 30th April, 1911. [107]

Public Companies

THE HONGKONG LAND IN-
VESTMENT & AGENCY
COMPANY, LTD.

AN INTERIM DIVIDEND of
Three and a half Dollars per
Share for the Six months ending 30th
June, will be payable on SATURDAY,
29th July, on which date Dividend
Warrants may be obtained on applica-
tion at the Company's office.
The TRANSFER BOOKS of the
Company will be CLOSED from
THURSDAY, the 20th July, to
SATURDAY, the 29th July (both
days inclusive), during which period no
transfer of shares can be registered.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1911. [1265]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of
Two Dollars per Share for the
Six months ending 30th June, will be
payable on SATURDAY, 29th July,
on which date Dividend Warrants may
be obtained on application at the Com-
pany's office.
The TRANSFER BOOKS of the
Company will be CLOSED from
THURSDAY, the 20th July, to
SATURDAY, the 29th July (both
days inclusive), during which period no
transfer of shares can be registered.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Secretary to the Hongkong Land
Investment & Agency Com-
pany, Limited.
General Agents for the West Point
Building Company, Limited.

Hongkong, 11th July, 1911. [1266]

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

AN INTERIM DIVIDEND of
One Dollar (\$1) per share for
the six months ending 30th June
1911, will be payable on SATURDAY,
the 29th July, 1911, on which date
Dividend Warrants may be obtained at
the Company's Office.
The TRANSFER BOOKS of the
Company will be CLOSED from
THURSDAY, the 27th July, to Satur-
day, the 29th July, 1911, both days in-
clusive.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 26th July, 1911. [1278]

OTE. LOUENCOURT
EXTRA DRY.

\$24.00 per case.
FRENCH STORE,
8 Queen's Road,
Hongkong, 17th June, 1911. [71]

MEE CHEUNG.
ART PHOTOGRAPHER

HONGKONG.
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st Mar. 1911. [1099]

ICE CREAMS

All kinds of Bread. Samples free on application.

THE ALEXANDRA CAFE,

16, Des Vaux Road Central (next Hongkong Hotel). [1121]

S.O.A.E.O.

AUTOGENOUS WELDING
Repair of Boilers and Red Cutting very quick of iron and steel.
Welding of Boilers and of Broken Pipes.
Apply to 71, PRAYA-FA-FA, you will save time and money. [1193]

CALDBECK'S

"LIQUEUR"

WHISKY.

EXTRA SPECIAL
FINEST LIQUEUR WHISKY
CALDBECK, MACGREGOR & CO.
SHANGHAI & HONG-KONG.

15, Queen's Road.

Hongkong, 19th June, 1911. [126]

Public Company

HONGKONG CANTON AND
MACAO STEAMBOAT COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY
HALF-YEARLY MEETING
of SHAREHOLDERS in the Com-
pany will be held at the Office of the
Company, Hotel Mansions, on TUES-
DAY, the 8th August, at 12 o'clock
noon, for the purpose of receiving a
Report of Directors, together with a
Statement of Accounts, declaring a
Dividend, and electing Directors and
Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from 25th
July to 8th August, both days in-
clusive.

By Order of the Board of Directors,
W. B. CLARKE,
Secretary.

Hongkong, 11th July, 1911. [1251]

STATE OF NORTH BORNEO.
TENDERS FOR REVENUE
FARMS.

TENDERS are invited for the lease
of the REVENUE FARMS in the
STATE OF NORTH BORNEO
from 1st January, 1912, as set out
hereunder: -
Tenders will be received at the Office
of the Government Secretary, Sanda-
kan up to 12 o'clock Noon on the 1st
day of September, 1911, for the purchase
of the exclusive privileges of the Farm
named below for a period of 1, 2
or 3 years commencing on the 1st
January, 1912.

The tenderer must state in his
tender the annual sum offered for the
Farm rent for the three years 1912,
1913 and 1914; a different sum may be
offered for the first, second and third
years respectively. The prices offered
for the separate years should be framed
on a sliding scale according to the
number of coolies. The tenderer must
clearly state the proportion of
the amount of the Rent to be allotted to
each separate Farm.

The Government does not bind
itself to accept the highest or any tender,
and reserves to itself the right of mak-
ing any arrangements it may deem
advisable as regards the letting of
the Farms.

The Farms above referred to are the
Oruan, Sinit, Gumbing and Pawa-
mooking Farms for the whole or part
of the State. Copies of the Forms of
Contracts for the Farms and full
particulars of the conditions to be
observed by tenderers may be seen on
application at the Office of the Govern-
ment Secretary, Sandakan, or of
Messrs. Guthrie & Co., Singapore
and Penang, or of Messrs. Ginn,
Liverpool & Co., at Hongkong.

The retail rates for Opium fixed by
Government for the Opium Farm for
1912, 1913 and 1914, are those specified
below, viz.:

For every 3000 packets \$1.44
" 4 " 0.184
" 5 " 0.21
" 6 " 0.28
" 8 chi receptacle 1.459
" 1 talai 4.30
Hongkong, 19th June, 1911. [1219]

OUR
CONTEMPORARIES

What They Think.

China Mail.

An Awakened Nation.

No wonder, when we consider
all these things, the Chancellor
of the Exchequer can speak of
the "amazing prosperity of the
nation." Old England is un-
doubtedly awake to-day, prepared
to battle for its right position in
"the eye of the sun" and more
than ever capable of saying to
the world at large that in all mat-
ters of commerce and industry it
is resolved upon securing a fair
field and will ask for no favours
from any man. Of course, there
are exceptions, that is the rule
of life, but, taken in the
mass, England has regained her
moral balance, has refurbished
her weapons, and is once more in
the van of progress. If only she
could devise some means of
arranging the perennial disputes
which arise between capital and
labour by a less costly, exasperat-
ing and illogical method than
that of strikes, the prospect lying
before her would be considerably
brighter than it is. Given a real
working solution of that grave
problem, then she could tackle the
next pressing question, that of the
unemployables, the flotsam and
jetsam produced too abundantly
by our present industrial and
social schemes of life.

Daily Press.

The Chinese Prime Minister.

The only criticism we have ob-
served is that the Prime Minister
has explicitly relieved himself of
responsibility for the execution
of the programme. "When the
Prime Minister spoke of financial
matters he disclaimed that subject
with the remark that the Minister
of Finance has made a special
study of these questions and may
soon find the means of giving
effect to this policy." When he
spoke of economic development,
he made a similar observation re-
garding the Minister of Agricul-
ture, Industry and Commerce.
Where, then, does the responsi-
bility of the Premier in these
matters come in? The an-
swer is that the Prime Minis-
ter's responsibility consists in
seeing that the Government
Departments are working stand-
ily along the broad lines
of the policy he has laid down,
and with the right men in the
right place, and given a free hand
to develop well-matured plans we
ought to see substantial progress
made in the next few years with
the work of putting the affairs of
the empire on a sounder basis.
In this connection it is a hopeful
and encouraging sign that there
is greater willingness shown in
high quarters to receive advice
from foreign sources, and a dis-
position to take competent foreign-
ers into the Government service
as advisers, as Japan did in the
early days of her reformation.
With a Government clearly re-
cognising the needs of the country
and determined to meet them,
round progress ought not only to
be expected, but to be assured.

South China Morning Post.

Chinese Press.

Peking papers "some twenty" are
discussed by the "Mirror." There
are only nine of these which may
be characterised as "excellent,"
five are classified as "good," one
is designated "mediocre," two are
severely denounced as "low class"
sheets purely destructive in their
policy and edited only with a view
to making profit by hook or by
crook, whilst three are unclassified
though we may take it upon our-
selves to describe them as distinct-
ly undesirable since they deal with
gossip and scandal in a manner
calculated to seriously harm the
morals of Peking society. Official
control of Chinese newspapers
should aim at eliminating as far
as possible the two latter classes.
Any action that the Government
may contemplate should have for
its object the elevating and purify-
ing of the tone of its public news-
papers. China is now passing
through a phase in its history
when much good or much harm
may result from the policy of its
press; and the Government, while
not stifling reasonable and tem-
perate criticism, should endeavor
to cultivate a Press which
shall be thoroughly moral in its
tone, consistent in policy, intelli-
gent and reliable.

TRAGEDY IN SHANGHAI.

One of the worst tragedies that has occurred in Shanghai for many a day came under the notice of the authorities on Wednesday morning. The particulars of the affair scarcely find a parallel in recent years, and although a certain amount has yet to be elucidated in many respects the circumstances of what happened are tolerably clear.

The attention of the authorities, in the first case the French Police, was drawn to the affair about one o'clock in the morning, at which hour the victim of the tragedy was being carried into the French Concession from the Tungkuo district. At the bridge which separates the Concession from Tungkuo a couple of policemen are stationed, one in the service of the French and the other in the Chinese native police. At the hour mentioned a ricksha approached the bridge, behind it coming a Bonzo, or other native priest. In the ricksha was a basket, and having crossed the bridge, the priest called for another ricksha, the previous one not having a licence for the Concession. While the basket was being changed from one ricksha to the other, the policeman on the Tungkuo side called to his confrere to look inside it, and the latter, on doing so, was horrified at what he saw.

The basket was a fairly large one, and in it was the body of a second Bonzo. The later was dead, the cause of death being a great wound in the throat. In view of the nature of the contents of the basket, the policeman took the Bonzo into custody, and led him to the police station. Here no explanation could be had from the man, and as he had come from the Tungkuo district he was sent back to the authorities there under custody. In the police station at Tungkuo a story was extracted from the Bonzo, to the effect that he and the deceased had been in the habit of soliciting alms in the French Concession, and it was their custom to call almost daily at the house of a man there. On the previous day this man was apparently annoyed at the persistence with which the priests importuned him, and slapping the deceased across the face told him to be gone. The priests retired, and arriving at their home at Tungkuo thought over the matter. The conclusion they arrived at was that the deceased should commit suicide, and that then his companion should carry his dead body to the home in the French Concession and leave it lying there. The object of such a proceeding would of course be to attract the attention of the police to this particular individual in the hope that a charge of murder would follow.

The priest stated that the suicide was carried out, and, when arrested, he was on his way to fulfil his terrible mission. Judging by the size of the wound, however, there seems a suspicion that there may have been more than suicide to account for the death. Inquiries are proceeding, and doubtless further details will come to light. Already, however, the particulars which have been elicited stamp the tragedy as extraordinary in more than one respect.—"N.C.D. News."

THE DUEZ CASE IN FRANCE.

Severe Sentence.

Paris, June 21st.—Duez, the former liquidator of the property of the religious orders, who for the last nine days has been on trial on a charge of embezzling public funds, was this evening found guilty on all the 1,750 counts of the indictment, and was sentenced to 12 years' penal servitude and a fine of 100,000 francs. His two accomplices were sentenced to two years' imprisonment each, but they are to get the benefit of the First Offenders' Act.

Martin Gauthier, the other ringleader of this gang, who had been allowed out on bail, defaulted. As several members of the jury appear to have expressed dissatisfaction at the failure of the authorities to bring him up for trial, it is possible that the case may be taken to the Appeal Court.

BELAT TIN MINING CO.

Total Distribution for the Year of Thirty Per Cent.

The report of the directors of the Belat Tin Mining Company, Limited, for the year ending March 31 last states that the ore won during the year amounted to piculs 4,940.21, Singapore weight, as against piculs 5,753.57 for the previous year, the average price realized showed an improvement, however, over last year's average of \$4.93 per picul.

After making the usual allowance for depreciation and providing for directors' and auditors' fees, profit and loss account shows a net credit balance of \$101,249.99. Deducting therefrom the interim dividend of 10 per cent. paid in December last, there remains the sum of \$71,249.99, which the directors propose to deal with as follows:—Manager's commission \$5,212.50; final dividend of 20 per cent., equivalent to \$2 per share (making with the interim dividend 30 per cent. for the year) \$60,000; written off the cost of concession \$9,037.49.

Mr. G. A. Derriek, on his return from Europe, rejoined the board. Mr. H. Holland Dewolyns vacated his seat on his departure for Europe. Mr. G. A. Derriek retires by consent and being eligible offers himself for re-election. The retiring auditors Messrs. F. W. Barker and Co. offer themselves for re-election.

In his report, Mr. W. M. Bath, the manager, observes, in regard to the life of the mine.—"This is always a very hard question to tackle. A manager can only give you what is shown by prospects, and I always maintain that no amount of prospecting is equal to development work in estimating the amount of payable ground. For instance, close prospecting on the 25 acre block purchased showed a little over 2 acres of hill land containing payable ore, but development has proved over 2.1-2 acres, many 'patches' may be missed in prospecting. In my annual report dated April 21, 1910, I mentioned 'there was sufficient land to enable the company to work profitably for the next two years' and since then no fresh developments have occurred. The greatest area of land is that situated in our western hill, this hill prospecting over an area of 36 acres payable ground, there has been worked during the past year an area of nearly 19 acres, leaving little more than 17 acres to work which should be worked out during the incoming year. This western hill, however, contains very low percentage of tin ore in the subsoil over a further area of about ten acres, and if the various leads that have already been met with on the portion worked, enter these 10 acres it will naturally be profitable.

THE ANGLO-JAVA ESTATES, LD.

The first annual meeting of shareholders of the Anglo-Java Estates, Ltd., was held on Wednesday when an interesting statement regarding the estate and the company was made by the Chairman, Mr. J. A. Wattie. Speaking with regard to the culture of hemp he stated that they might ultimately expect to get 17,500 piculs of fibre per year, while the estimated production from the estates of all products for the coming year was put as follows:—Rubber 10,000lb.; cocoa 1,000 piculs; Liberia coffee 1,200 piculs; Roxy coffee 2,300 piculs; hemp 7,000 piculs, besides sundries. A dividend at the rate of 9d. per share, equal to Tls. 0.312 was declared, while the appointment of Messrs. H. A. J. Mooney, J. A. Wattie and James Johnston as directors was confirmed, as well as the election to the board of Mr. E. C. Barrett. On the motion of Mr. H. M. Tibbey a hearty vote of thanks was passed to the directors and all connected with the estate, and in returning thanks therefor Mr. Wattie remarked that it was somewhat unusual for such a resolution to be proposed at the meeting of a rubber company.

There are 2,208 industrial railroads in this country, most of which are operated in connection with industrial plants and do not accept outside business.

HANGCHOW COLLEGE.

Self-Help For Students.

It has long been the ardent desire of those in charge of Hangchow College to have a Student's self-help plan in connection with Hangchow College, and every year of work in the college has strengthened this conviction of need and necessity of such a plan.

A self-help plan for students was brought before the College Board of Directors at their last meeting in January. It met with their sympathy and hearty approbation. The first term on the new grounds and in the new buildings has just opened, and with it has been inaugurated a self-help department. Many applications were made to enter this department by students who are willing to work and thus enable themselves to take a college course. But the appropriation for the year limits the number to twenty-seven at the very most, and consequently a large number have to be refused.

The first move has been to discharge all servants, with the exception of a head cook and gardener. Some of these boys are juniors; some are working in the kitchen and dining-room; some are in the offices; some take care of the lamps; some are on a general force to do any kind of work; some are making roads, gardening and caring for fruit trees, of which there are some three or four thousand. Part are giving two hours a day, part are giving three hours, and one is giving one hour. All, thus far, are doing their work willingly and with seeming enthusiasm, though it means sore hands and lame backs for most of them.

The experiment will be watched with more than usual interest.

THE PESCADORES.

Writing on the Pescadores Islands a correspondent of "The Japan Chronicle" says: Were it not for the geographical position of the Pescadores those islands would be valueless to any Government, but situated where they are, they occupy a magnificent strategic position. They are hard rocks and dry sand. They produce no crops and can hardly support any life, but they form the key to many doors in the Far East. They are less than a day's steaming from Swatow, Amoy, Foochow and other important parts of South China.

Little more than a day will take a fleet to the Philippines or Hongkong, and Formosa, which of course cannot be held by any enemy till the Pescadores are first captured. For many years China held the Pescadores and understood their value, but was unable to take advantage of them. In 1884 the French took the islands and blockaded Formosa.

The graves of Admiral Courbet and others still testify to the number of French victims who died of cholera at that time. Then in 1894 the Japanese captured the Pescadores. Large harbours with splendid anchorages for a fleet of any size, and situated in such a central position, go to make the Pescadores a naval base of the very first rank.

The Japanese are fully alive to their value, and an enemy would think twice before attacking them in this stronghold, bristling with forts. Needless to say, the islands are connected with Formosa and the outside world by cable and also now by wireless telegraphy.

Steamers of the Osaka Shosen Kaisha call about a dozen times each month, affording direct and good communication with Formosa and Japan. Formerly these islands were the terror of mariners, now they are strong lights flash out from splendid lighthouses. Coal of an inferior quality is found on one of the islands.

Germany has a canalboat operated by trolley. The newest bathroom fixture has a separate basin for dental use.

Direct steamship service between Great Britain and the West Indies is arranged.

Wheat was grown in China centuries before Columbus discovered America.

Edison advocates a system of automatic stores for use of poor people.

The repair and removal of instruments costs the New York Telephone Company \$6,000,000 a year.

BREACH OF PROMISE SUIT.

The Test of Capability in Cooking.

In the King's Bench Division, Mr. Justice Scrutton and a common jury resumed the hearing of the action for breach of promise brought by Miss Jessie Ellen Campbell, of South Hackney, against Mr. Harry Hill, a chemist's assistant, of West-street, Hackney.

Plaintiff was further cross-examined, and in answer to Mr. Reginald White, she said she dusted the drawing-room, and did other work for defendant's mother in order to keep the peace. It was a case of peace at any price (laughter).

Mr. Justice Scrutton: I think our grand-mothers used to dust their drawing-rooms, and were very proud to do so, but a great change has taken place since then.

Witness denied that the defendant had ever said that they were not suited to each other and that if they were married they would lead a wretched life. She had no objection to do household work, and always assisted her sister with the housework.

Mr. White said that in view of that statement he could not rely upon the defence of implied condition as to domestic duties.

Mr. White: Did you say "We will still be friends. I bear you no ill-will"?—Yes.

Mr. Lever, re-examining: Are you too fine a lady to do dusting and cooking?—Certainly not.

As to cooking, can you boil an egg? I am told that is the real test of cooking? (laughter).—Yes.

Does the egg come out neither hard nor soft?—It comes out just right.

Mr. White: I understand it is the potato that is the real test.

Mr. Walter Henry Campbell, the plaintiff's brother, said he went to see the defendant about six weeks after Christmas. The defendant's behaviour, when asked for an explanation, decided them to go on with the case.

Cross-examined, witness said he asked defendant why he had taken off the plaintiff's engagement ring, and defendant said: "It is my own property."

Mrs. Campbell, plaintiff's mother, also gave evidence as to her daughter's ability to cook and do general housework. She accompanied her son when he went to see the defendant, and took a leading part in the conversation. The defendant said: "She has deceived me all the way through. Why shan't I cook?"

I said: "She can cook as much as you can pay for" (laughter).

Mr. Lever: I understand it was only Adam who could not tell his wife how his mother cooked (laughter).

Mr. White, cross-examining: You told him so much, that he could not get a word in edgewise?—No, I gave him breathing time (laughter).

Witness did not object to her daughter walking out with the defendant after church.

The defendant, in giving evidence, said that during a walk on Hackney Downs he had a not very pleasant conversation with the plaintiff, and eventually she fully admitted that it was her fault that all the disagreements had happened.

BAD CHARACTERS.

Prepaid Advertisements.

25 WORDS \$1 for 8 insertions or \$3 for one week.

TO LET.—TWO ROOMS, suitable for Office, in St. George's Building, 2nd Floor. For further particulars apply to F. Blackhead & Co. [1274]

A 4-ROOMED HOUSE to be let. Upper Level. Fully Furnished. Apply "HARBOR VIEW," c/o Hongkong Telegraph. [1265]

THRILLING SEA RESCUE.

A dramatic story of rescue at sea was told on arrival at Cardiff of the crew of the Norwegian steamer Vivienne, which sank off the Lizard after being in collision with the Glasgow steamer Glenelg, with the result that a boy named Simon Olson, who joined the boat at Newport, was drowned.

Most of the crew were asleep when the Glenelg crashed into the Vivienne, just about the forecastle, so deeply that the forward portion broke away and sank before the stern part. In about three minutes the vessel entirely disappeared. In the short time available 14 persons were saved, some climbing on board the Glenelg and others being drawn up by ropes. The Vivienne was coal laden from Penarth, and the Glenelg light, which added to the difficulty of rescue.

Mrs. Jorgensen, of Cardiff, who was a passenger on the Vivienne, said:—"The two ships' boys awakened me and one almost carried me to the wheel-house. Standing there I saw the coolie crew on the Glenelg with ropes and called, but they did not seem to know what to do. The vessel was sinking rapidly, and the water rose to my feet."

"My calls for help seemed fruitless. I had given up all hope and was clasping my hands in prayer when a rope fell before me. The water had then risen nearly to my waist, and as I clung to the rope the Vivienne went down beneath my feet. I was hauled to the side of the Glenelg, which towered high above us. The coolies pulled me half-way up and then stopped. It transpired they were not strong enough and had to go for aid."

"I clung on, my arms seeming to be dragged from their sockets, and the strain was so great on my neck and shoulders that I could scarcely breathe. For five minutes I must have been in that frightful position, and it seemed much longer. Weighted by ordinary clothes I must have let go, but I was only in my night attire, and managed to hold on till, with the help of an engineer, the coolies dragged me aboard."

"Meanwhile Capt. Olsen, of the Vivienne, had missed me, and a boat was lowered from the Glenelg and searched in vain. As I walked along the deck towards the rescued crew, they exclaimed: 'Good Heavens, you are here, and were so overjoyed that some of them burst into tears.'"

Capt. Olsen also had a narrow escape through the breaking of a rope attached to the Glenelg's boat. He fell overboard and sank, but was rescued with difficulty by the Glenelg's third mate.

On Saturday afternoon a meeting was convened by the Canton "Clearing Out of Bad Characters Reorganization Bureau" at the Hall of the Self-Government Investigation Society. H. E. the Viceroy, Admiral Li Chun, General Lung Chui Kwong and other officials were present. After the Chairman had read the notice calling the meeting, the Viceroy rose and said that in order to clear out the bad characters from the vicinity, the authorities must be supported by the gentry. His Excellency then asked the members to submit their suggestions. The result of the meeting was a decision that in trying cases, classification should be made between armed robbers and members of secret or illegal societies. Regulations should be drawn up governing the bailing out of suspects and the bombardment of villages infested with bad characters.

Mr. Lever cross-examined as to witness's means. Defendant said he would get 40s a week if he worked for anyone else but his father. He only got 20s a year at present, but had everything found him.

Mr. Lever: When do you get your money?—I get it weekly—about 2s. 6d. a week.

Mrs. Hill, defendant's mother, also gave evidence, and said that she had never ordered the plaintiff to do any work. If a woman loved her sweetheart she would also love his mother.

The jury returned a verdict for plaintiff, awarding £35 damages.

Notifications



SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE, via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,377 tons) as follows:—

NORTH BOUND.		THURSDAY		SATURDAY		SUNDAY	
1st Class	Fares	Shanghai (Steamer).....Lv.	Dairen (").....Ar.	Shanghai (").....Lv.	Dairen (").....Ar.	Shanghai (").....Lv.	Dairen (").....Ar.
\$10							
Y14.05		(S.M.R. Train).....Lv.	6.00 a.m.				
		Mukden (").....Ar.	1.50 p.m.				
Y11.60		Changchun (").....Lv.	2.05 "				
		Harbin (").....Ar.	8.30 "				
R 9.00		(Russian Train).....Lv.	9.30 "				
		Harbin (").....Ar.	9.10 a.m.				

Connecting at Harbin with

SOUTH BOUND.

SOUTH BOUND.		THURSDAY		SATURDAY		SUNDAY	
1st Class	Fares	Harbin (Russian Train).....Lv.	Changchun (").....Ar.	Harbin (").....Lv.	Changchun (").....Ar.	Harbin (").....Lv.	Changchun (").....Ar.
R 9.00							
Y11.60		(S.M.R. Train).....Lv.	11.20 a.m.				
		Mukden (").....Ar.	8.25 p.m.				
Y14.05		Dairen (").....Lv.	10.30 "				
		Shanghai (").....Ar.	5.10 a.m.				
Y40.00		(Steamer).....Lv.	5.25 "				
		Shanghai (").....Ar.	1.30 p.m.				

Connecting at Harbin with

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance: 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra Fare.....Y3.00 Sleeping Car Supplement.....Y5.00

TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS.—Yamato, Horzei (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetsu." Code: A.B.C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chelso, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT, SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetsu." Code: A. B. C. 5th. Ed., A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD. [785]

PER S.S. "LUTZOW"



A FRESH CONSIGNMENT OF SIMON ARZT CIGARETTES. G. PRIEN, Hongkong Hotel Building, Phone 171.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL. [1096]

"The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic

A small cask of O. B. Beer

Fresh from the Brewery.

"Just Try It"

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

WATSON & CO., LTD.,

ALEXANDRA BUILDINGS.

Hongkong, 9th June, 1910.

NOTICE TO SUBSCRIBERS.

From and after 1st January, 1909, the rates of Subscription to the "Hongkong Telegraph" (daily and weekly issues) will be as follows:—

Daily—\$30 per annum.

Weekly—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

"HONGKONG TELEGRAPH"

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JULY 27th, 1911.

CHINESE CALENDAR REFORM.

"I never knew the old gentleman with the scythe and hour glass bring anything but grey hairs, thin cheeks and loss of teeth." Dryden like all western people took time seriously. It was not to be played with, and the correct method of existence was to live in the past and worry over the future. In China another contradiction is added to the list which forms the great peculiarity of the race. They live in the present, forget as little as possible of the past and make gentle preparation for the future. Time is not in a country to which the passing of a century is but as a dream in the night. According to a message from Peking, Duke Tsai Tse, one of the progressivists at present holding office, has put forward proposals for the reform of the Chinese calendar. If his suggestions come to anything at all, the Japanese precedent of adopting the Western calendar will be followed and conservative China will again in another instance come into line with the other nations of the world. Imperfect as the Western calendar is, the universal adoption of one system will tend to facilitate international relations, though as a matter of fact the Occidental calendar is bristling with incongruities. This is probably due to the fact that the calendar was compiled when religious necessities were of paramount importance and now that business demands an alteration of the present system, any attempt to alter the method of ascertaining the date of Good Friday, any proposal to swap those weird puzzles, at the beginning of the Church of England Prayer Book, which ninety-nine in a hundred cannot use, will meet with the opposition of the average churchman. Old customs die hard. It is equally expected that the proposal to drop the Chinese calendar with its cumbersome divisions will be strongly opposed by the proletariat, though significant movements have been made in this direction already. At the same time it is to be hoped that the many beautiful and quaint customs that are inseparable from the Chinese calendar should be retained, if the new system comes into vogue. For instance it would be a matter of regret if Li Chuen, or the "beginning of spring" were to pass from the ken of future generations or that Tsing Ming, the day for ancestral veneration, should ever be forgotten. There are others that might be mentioned but we hope that only the system and not the feast days are copied from the West, our method is by no means perfect; it is as we have said full of incongruities. The holidays are not evenly distributed and the movement of two of them is a distinct inconvenience to many. However the adoption of one universal system will be a matter for congratulation, and we hope that Duke Tsai Tse's proposals will be carried through.

DAY BY DAY.

With now and then, struck smartly, shows a spark.

The German mail which was despatched from Hongkong on June 28 was delivered in London yesterday.

On Saturday an aquatic fête will be held in connection with the Victoria Recreation Club in the Club bath, commencing at 9 p.m. sharp.

A new Chinese restaurant is being opened to-day in the premises that were formerly occupied by the Vienna Restaurant in Queen's Road.

Peru's Independence Day.

To-morrow, being the Independence-day of Peru, there will be a reception at the Peruvian Consulate, between 12 and 1 p.m. The acting Consul will be at home to British officials, his colleagues, to his own and Mr. Macdonald's friends and to all who may call on the occasion of the anniversary.

80 Miles an Hour in Aeroplane.

Chalons, France, June 16.—Competing in the preliminaries for the James Gordon Bennett aviation race here to-day, M. Nieuport covered 145 kilometres at the rate of 129 kilometres (approximately 80 miles) an hour, beating the previous aerodrome record.

Attempted Rising in Fatsan.

A rumour was current in Canton yesterday that an attempted rising is to take place at Fatsan. Consequently a number of soldiers of the garrison and naval troops have been despatched from Canton for Fatsan to take precautions against an outbreak.

During Kidnappers.

A 26-year-old prostitute and a native youth were charged before Mr. J. R. Wood at the Magistrate's Court this morning with kidnapping a three-year-old girl. It appears that the first defendant went to a house in Canton and on the pretext of taking the child into a shop for the purchase of some eatables, she deprived the parents of the helpless mite, who at present cannot be found and is believed to have been sold. The case was remanded.

Dynamite Discovered in Cabin.

On the 24th July, a Chinaman went on board the steamer Kwangtung and engaged a berth. He left some luggage on board and came back at 8 o'clock with a wicker basket and portmanteau which was being carried by a coolie. He signed his name in the passenger-book as Fung Tai Chi. On arrival at Canton, the man departed from the ship. Next morning, when the cabin-boy went into the cabin for the usual cleaning-up, he was amazed to discover underneath the lower berth two cylinder-shaped bombs, apparently loaded. The explosives were handed over to the Customs authorities. It is believed that the man's calling is that of an anarchist.

Garrison Orders.

Capt. C. H. D. St. Clair, A.S.C., having returned to duty on 23rd inst., the unexpired portion of his leave, viz., 26th July to 7th August, is cancelled.

Lieutenant D. G. Courtney, R.E., is struck off the strength of the Command from 1st July, inclusive.

Consequent on expiration of 60 days' privilege leave granted to Col. H. D. McIntyre, 8th Rajputs, the following officiating appointments are made from forenoon of 20th July, 1911:—Major A. C. Ralph to be officiating Commandant; Captain H. C. Cutler to be officiating Second in Command; Captain T. A. Davis to be officiating Double Company Commander in addition to his other duties as Double Company Officer.

The ceremony of Trooping the Colour will be performed by the 1st Bn. The King's Own (Yorkshire Light Infantry) on the Hongkong Cricket Club Ground at 9.30 a.m. on August 1st, on the occasion of the 152nd anniversary of the battle of Minden. His Excellency the Governor has kindly consented to take the salute.

THE TYPHOON.

Strikes Hongkong.

At half-past seven this morning, the ominous booming of bombs broke the stillness of the usual quiet morning hours. Following the usual practice, three bombs were exploded at intervals of ten seconds each from the Harbour Office, which was the signal that the storm had attained full typhoon force and might strike the Colony at any moment. Five minutes later, H.M.S. Tamar hoisted the Black Cross signal. Long before that hour, however, nearly all the shipping in the harbour had cleared for shelter.

With the exception of a few merchant steamers, which elected to ride the storm at anchor, almost all the vessels of big tonnage as well as the small craft sought shelter at Causeway Bay or Stonecutter's.

This morning's storm was by no means sudden but had been fully anticipated. The typhoon, therefore, when it came, was not a matter for surprise. All yesterday evening, the peculiar colour the water in the harbour had assumed, which usually precedes an outbreak, and has only one meaning for the practised eye, and the sullen and threatening aspect of the sky, were unmistakable signs, and it would indeed have been not a little surprising had the typhoon deviated from its course and avoided Hongkong, which would thus have provided the Colony with one more of those miraculous escapes which of late has been the case.

Kowloonites Cut Off.

The folk residing on the other side of the water received, as usual, a blessing in disguise by the suspension of the ferry traffic. A good number of people were detained on account of the storm, who, however, did not mind an extra holiday, but there were not a few with responsibilities who would have preferred to have foregone the pleasure of an impromptu holiday.

The Harbour.

Walking along the sea front early this morning one was caught by a wind which militated against progress, but which was not so bad as to put an end to movement there. The strength of the wind steadily increased until at 9.30 it was almost impossible to brave the elements. Several youths in their youthful foolishness attempted to walk, unprotected, by the arcades. A nasty and dirty fall was their recompense. From 9.30 to ten o'clock matters became so bad that to attempt to even walk under the verandahs was risky. Telephone messages from the water police at that time confirmed the report that the typhoon, of which we then had only a touch, was making straight for Hongkong, but unaccountably the velocity of the wind decreased within the next half-hour.

Possible to Walk.

In fact, it was possible to walk along the sea front, admire the grandeur of a tempestuous water, yet save a drop of rain, enjoy the breeze—for a breeze it had become. Strawn along the shore were all kinds of filth and seaweed, intermingled with spurs of wood and several other things, evidently broken from the pier and landing stages. Close to the shore the sea was black with filth, which, in rough weather at any seaside place finds its way to the land, and was covering the ground, at intervals, with its nauseous gatherings. A set of steps, apparently belonging to a jetty, were being tossed helplessly in the perturbed waters, crashing against the sea wall at one moment, surmounting a wave the next, yet finding no rest. At length it was smashed, and thus lessened in bulk. Its parts, necessary to the whole, were thrown upon the shore, to be later gathered and dried for firewood by economic Chinese.

On Empty Bravado.

Yet, at its worst, which was mild in comparison to the typhoon which visited the Colony exactly three years ago to-day, English, Europeans and Chinese, gaining what shelter they could from the stanchions of the arcades fronting the sea, enjoyed the breeze, cooling in its force, but as they left, the heat of the calm was doubly felt. Laughing, the Chinaman watched the antics of those of their countrymen who, in empty bravado, sought notoriety in venturesome

escapade, tempting disaster to themselves. All this was solely confined to the sea front and to those streets branching off at right angles, but in Des Vieux Road, Queen's Road, little of it was felt.

A Risky Procedure.

Indeed, the chair coolies, the ricksha coolies, ever ready, on the slightest pretext, to temporarily abandon their calling, continued to ply for hire, thereby indicating to the public that the typhoon was not so serious as might be imagined when first a look was cast upon the wind-lashed sea. Nevertheless to enter a chair on the higher levels, was a risky procedure, for the wind reaching so high, and especially the open places, threatened to precipitate the occupant to the ground. Several persons had narrow escapes in this respect, and some deeming prudence the better part of valour, elected to openly face the rain and wind rather than risk a nasty fall.

Interference with Business.

On the Peak the wind was very strong, so strong in fact, that the trains were compelled to cease running, and many of those whose business was imperative, walked, or were brought down in chairs. In typhoon weather, as all know, business is greatly disturbed, and many business houses this morning did not open their doors. Especially was this noticeable in the Chinese businesses facing the sea. The Supreme Court was postponed on the weather's account, for though the Chief Justice, Sir Francis Piggott, and the Puisne Judge, Mr. Justice Thompson, were ready to sit, solicitors interested in cases, which should have been heard to-day, did not put in an appearance.

This morning many of the shopkeepers kept their shutters over the windows as a protection against the expected force of the wind.

With the ignorance that often marks the proceedings of the newcomer to the Colony a gentleman who had to go up the hill for his coffin chartered a chair. All went well till a sudden gust of wind bowled his carriers over and precipitated him to the ground. Fortunately he escaped with only a slight injury to his foot.

Quite a considerable amount of greenery was broken off the trees in Causeway Road by the force of the wind.

At eleven-thirty this morning the centre of the typhoon was passing between Hongkong and the Gap Rock and moving in a direction W.N.W. The barometer was rising and at the time stood at 29.28. The wind was east by south with a force of between 9 and 10.

Typhoon Items.

The three bombs in quick succession denoting the immediate presence of the typhoon were fired shortly after half-past seven o'clock and simultaneously the black cross superseding the other signals was hoisted on H.M.S. Tamar, on the Harbour Office and on the Kowloon Observatory flagstaffs.

The black drum was the signal below, denoting the approach of a typhoon from the East of the Colony.

Many steamers cleared out last night for the refuge when the black drum was hoisted last night. Others remained at their anchorages, noticeable amongst which were the Persia, the Apeir s.s. (Gregory) and the sailer Eclipse, whilst there was quite a number of steam craft holding out in the eastern end of the Harbour.

Some of the river boats, lying at their wharves, did not run for shelter until after the guns were fired.

Needless to say, the sampans and junks made early tracks for the refuge and this morning there was none of these sailing craft to be seen in the harbour.

One exception was a belated sampan in tow was reeling down from the Canton wharves towards the Causeway Bay shelter. Opposite Blake Pier it looked as though she would not be able to get through owing to the heavy weather and she was at a standstill for some time in the fairway, but ultimately her engines overcame the sea power and she steamed slowly away towards Wanchai.

The last "Star" Ferry launch left at about twenty minutes to eight o'clock, after which the blue flag was flown, denoting that the service of ferries had been suspended.

Work on the new "Star" Ferry wharf had to be suspended for the time being.

Before nine o'clock the Stone Wharf was awash as was also the P. & O. jetty and the Douglas Wharf and even the lofty Blake Pier had scarcely a dry inch on its planks.

There was an exceptionally high tide and the seas were continuously breaking over the Praya wall.

All the steamers riding at anchor or at the buoys had full steam up, in readiness for eventualities.

In the city there were numerous falls of sign-boards, though shopkeepers were busied in taking down signs before worse should happen.

We are unable to give the Observatory report, because communication with the Observatory at Kowloon has been forbidden.

So great was the force of the wind between eight and nine o'clock this morning that owing to the spindrift thrown up by the waves it was impossible from Blake Pier to see out as far as mid-channel. Sometimes, indeed, H.M.S. Tamar was blotted out of vision.

Towards half-past nine o'clock the storm arrived at its worst so far, and the sky began to clear.

Afterwards, the lucky clouds that had been obscuring the sky in the early morning hours began to disperse and the rumour commenced to get about that the typhoon had passed over the Colony.

Later in the day, it transpired that the typhoon had actually passed over the city and had struck the mainland some twelve miles south-east of the island.

Heavy recurrent rains of the usual typhoon type continued to fall during the day and a high wind prevailed.

On the Praya West the sea broke repeatedly over the sea-wall, cutting up the macadamised roads as well as depositing loads of flotsam and jetsam on the waterfront.

For the absence of loss of life, up to the time of report, we have to thank our friends of the American Consulate for their valuable daily communication from the Manila Observatory.

Little Damage.

There appears to be little damage caused as a result of this morning's visitation. The rickety old structure known as the Star Ferry pier on the Hongkong side reported its performance of former years, to a certain extent, withstanding the onslaughts of the invisible but furious monster to a greater degree than in former years. A somewhat amusing incident occurred near Blake Pier when the storm was at its height.

The owner of the book-stall, which is situated in close proximity to the Praya wall, seeing visions of ruined books and magazines, engaged a number of coolies to remove the stall to a place of safety, which was done to the great discomfiture of the coolies, who in their desperate efforts were greatly assisted by the strong winds, which blew them along at a greater speed than they could have hoped to attain unassisted.

At the Harbour Office.

The reading of the glass at the Harbour Office when the hurricane was blowing its hardest, was 29.40. No reports of casualties or damage have yet been received. Life-boats were in readiness as usual in the event of emergency.

Police Report.

The reports from the various out-stations will have to be awaited, as it is too early yet to glean any information respecting damages, etc. A report, however, has been made to the Police that a European-built boat and a couple of sampans were picked up by the Water Police, but we are given to understand that this fact has scarcely any connection with the typhoon, as the derelicts in question are either unclaimed or stolen property. No loss of life is reported.

There will appear in the "Telegraph" on Saturday next, one of a series of articles entitled "The Rights, Duties and Liabilities of Sharebrokers." These articles will be read with interest by many, or we misread the signs of the times. An article on the same subject will appear each week until the series is complete. They will be instructive and will doubtless evoke considerable discussion, if not criticism.

WATER POLO.

Association Competition.

Second Round.

K.O.Y.L.L. v. 87th Co. R.G.A.

The concluding game of the first round of the competition promoted by the Hongkong Water Polo Association, was played in the V.R.C. bath yesterday afternoon, the contesting teams being the K.O.Y.L.L. and 87th Co. R.G.A. The match aroused a great amount of interest and was fought at a fast pace. The teams were:—

K.O.Y.L.L.: Chapman; Nowman and Priestland; Medley; Boreham; Smith and Munro. 87th Co. R.G.A.: Bosley; Honeysett and Baxter; Bancroft; Taylor, Naylor and Ansell.

The first half was greatly in favour of the R.G.A., who in the first few minutes seemed to have weighed up their opponents. It was no surprise when Taylor opened the score, to be quickly followed by a second from Naylor. The Yorkshires made splendid attempt to diminish the Gunners' lead, but it was not until Ansell had added a third that Munro, with a capital shot scored the only point for the R.G.A.

Half-time: K.O.Y.L.L. 3; R.G.A. 1.

In the second half the game was much more even, and several times the K.O.Y.L.L. came very near scoring. Their centre, Smith, was without doubt the best man on the side, and but for a little hesitancy on two occasions he must have registered a goal. On the first occasion he had the goal at his mercy, and was preparing to shoot when Baxter dashed up and hindered the movement. On the second occasion he was badly fouled, but the referee allowed the incident to pass. Just after this second attempt the ball was transferred to the other end and Taylor, in waiting, had no difficulty in putting on the Yorkshires' fourth and last point.

Final: K.O.Y.L.L. 4; R.G.A. 1.

This afternoon the first match in the second round will be played if the weather permits between the V.R.C. and the R.O.C. The R.O.C. have gained a little reputation by their splendid victory over the 88th Co., R.G.A., and the match is sure to be an exciting one, inasmuch as the V.R.C. have, it is said, the best team in the Colony. The R.O.C. are very anxious to win, and at their disposal they have a good number of players. The R.O.C. team is:—H. J. White; F. L. de Roza and E. Leitao; C. A. C. Rodriguez; G. Wicheil, T. Logan and R. A. Carvalho. Reserves: J. M. Chung-yut and A. R. Ellis.

LAWN BOWLS.

INTERNATIONAL CHAMPIONSHIP.

First Blood to Scotland.

Scotchmen have a wonderful knack of coming out on top when playing their national game against the Southrons, and in the first of the series of matches to decide the international championship, they managed to run out the winners by four points. The game was played on the Civil Service greens, yesterday afternoon. The Scots ran away from their opponents at the very outset of the game and at the seventeenth head led by twenty points to nine. The English put on a spurt and gained ground till they were only four points behind. However the last head was declared dead and the Scotchmen ran out winners.

The teams were:—England: Messrs. A. Bawoy, Pile, Bond and L. E. Brett (skip). Scotland: Messrs. G. K. Haxton, D. Cooper, C. W. Alexander and A. Ramsay (skip).

A SUSPECT.

Arrested on a River Boat.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, July 26. The Canton Water Police arrested a passenger in foreign garb the other day on board a steamer plying between Hongkong and Canton on suspicion. The suspect is only 18 years old. On his person inflammatory worded documents were found and some of these documents were in private code words. He is now being detained by the military authorities.

THE NOTES OF THE CHIEF.

There is certainly a tide in all affairs of mankind. In China it remains mostly slack! Submerge a man in Chinese and his slackness in all other things is the trait in his own character most to be observed. The only character he has any ambition to keep is some obscure hieroglyphic not to be found in "Giles"—for it seems the aim in life of most "Christians" sent to the East to "learn the language," to discover something not contained within the ponderous volumes a generous government supplies for his education. In the quest for the elusive—and probably useless, when found—character he alienates himself from his fellow-men. He talks China and things Chinese until he is voted a bore, and puts the "khybosh" on his social success by finally "thinking" Chinese. He frequents the most undesirable parts of "Chinatown" and sells all things with the eyes of his trusted (but untrustworthy) "Boy." Confucianism is his ideal—not that he can live up to it, and the longer he remains in China the less he is qualified to attain to the standard of morality he thinks the ideal. Happy the "Christian" who confines his following of the sage to eating ginger. There is hope for him. He very soon discovers which way madness lies, and, preferring to retain his society, studies just sufficiently to make it impossible to "pluck" him, while at the same time his examiners know perfectly well that he will never be able to read a despatch unaided, or entertain a mandarin without an "interpreter" at his elbow. He views the enthusiasts with wonder and entirely unselfish admiration.

A more outsider, not having had the advantages accorded to the above mentioned students, wonders that an all-enlightened government such as ours, with its Lloyd Georges and Kier Hardys (a sort of governmental sublime and ridiculous), should not learn by experience, and decree that no student, however enthusiastic, should be allowed to study Chinese outside the four walls of his own room, with anyone but his own legitimate teacher as guide. The constant companionship of "Celestials" has nothing but a lowering effect on the morals of a "foreigner." "East is East and West is West," and just as in India the line is drawn sharply and clearly so in China it ought to be.

The fascination of the East is appalling in its effects and does no good to people of another race. Its victims are usually caught young, and when, in fifteen or twenty years, they awake from their madness it is too late. They are neither one thing nor the other. To the Chinese, at the best, they are but "well-educated foreigners"—to the ordinary Englishmen they are, I am afraid, "rank outsiders." They are, as I say, caught young—practically just from school, with no knowledge of the world. They come to China just at the age when what they don't know of the world is not worth knowing in their own estimation, and they are set to study the deepest philosophy, mostly founded on wrong premises. Their brains are not really sufficiently balanced to absorb the very strong food, and those who allow themselves—or are allowed—to become engrossed in study of Chinese to the exclusion of all other (and healthier) subjects become mentally what the secret toper becomes physically. They lose their sense of proportion, their thoughts are so complicated that the ordinary mortal finds it difficult to understand them or they find themselves in a splendid isolation that only their reputation for "learnedness" saves from being called lunacy (except by the very frivolous!) The lot of such a man is not a happy one—whatever he may himself think. He is "in" the world, not of it, and never again "can" become of it, for he has lost touch for ever with his fellow-mortals. He lives in books and his ideas are either a thousand years in advance or behind his neighbour, which overway one likes to take it, so that in this era of space his wife get dazed and rem in so. He can only talk on the one subject, Chinese—all others bore him, just as he, in his turn, bores his neighbour.

Is there no remedy for this? It seems to me there is a preventive, if not actual remedy, and that would be in requiring all would-be students for the East to have undergone some form of military discipline before coming out. The Boy Scout movement is still so young that we have not yet had an opportunity of seeing what kind of man is bred in their ranks, but cannot help predicting that the young man of the future will be a better-set up, better disciplined human animal than many of the men of the present generation are.

(Given the "habit" of self-control, and general discipline the sense of mental proportion is not so likely to be upset. Then again a great deal of responsibility rests on the shoulders of those who are, for the first three or four years in practical charge of the young students who come to China to enter either the Colonial or Consular Services. More supervision of their study, and especially "mode" of study, should be given, and at the end of their two years' preliminary they should be granted six months' home leave of absence, to be spent not in museums but among their own kind.

These are only the wandering thoughts of a Chief who has long been taking notes. Like most busybodies' probably the ideas set down here are absolutely impractical, but this Chief has watched the career of many and where the lives of most begin.

A little knowledge is a very dangerous thing but the study of Chinese seems the exception that proves the rule.

BLAKE PIER SEATS.

A Grievance.

More than once the "Hongkong Telegraph" has advocated the placing on Blake Pier of a seat whereon one could sit without the danger of contamination from Chinese coolies. When this view was given expression to in our columns it was never for a moment suggested that such an act of snobbery as has just come into force would be perpetrated. There have now been placed on the Pier two double seats, one of which, it has been ordered, shall be for the exclusive use of Europeans, the other remaining for sitting purposes for Chinese only.

Last night a Chinese gentleman with his little boy had the audacity to sit down on the bench set apart by our beneficent Government exclusively for Europeans and he was not only ordered by the Indian sergeant in charge to vacate his seat but the latter tapped him on the shoulder and ordered him to get off.

Recognising force majeure, our Chinese friend, who is connected with one of the leading legal firms in the Colony, got up from his seat but appealed for redress or explanation to a European police officer, who was not far away, and who told him that, however unpleasant it might be for him to carry out orders, he was under instructions to permit no one but a European to occupy the bench. Therefore, we suppose, the Sikh, with his usual denseness, was carrying out blindly his orders without knowing their import. The European police officer in question was most courteous in his explanations and thoroughly satisfied the Chinese gentleman that no offence was meant, but at the same time the fact remains that a harmless order has been promulgated from the police headquarters.

If the Chinese are not to be permitted to use a certain seat on the Pier, where is the distinction to be made? The Chinese have helped to pay for the erection of the Pier perhaps in a greater degree than the European community. In carrying out this malevolent policy, too, it was noticeable that the police turned off from his accustomed seat a venerable old Portuguese gentleman who, to our own knowledge, has frequented Blake Pier for many years in the early morning, and in the cool of the evening and who was unable to conceal his astonishment at being thus thrust forth from his erstwhile resting place.

If the Government want to reserve a seat for Europeans on the Pier, they should at least put up a notice.

It cannot surely be expected that Chinese gentlemen and their wives shall sit on the seats reserved for coolies.

RIOTING AT LOONGMOON.

Result of House Numbering.

(THE "TELEGRAPH" CORRESPONDENT)
Canton, July 26.

About a week ago, a serious riot broke out in Loongmoon in opposition to the officials ordered to number the houses in the district. The magistrate has submitted a detailed report of the disturbance and the subsequent maintenance of order through the assistance of the soldiers under the command of the Colonel at Tsang Sing.

According to his report the riot was created by the mischievous robbers who misled the people by telling them that the numbering of houses was a preliminary step towards levying a head tax and the enforcement of conscription in the district. Before the disturbance the magistrate had issued a proclamation that the action of the authorities in numbering the houses was intended for taking a census and the protection of public peace. The magistrate at the same time instructed the local gentry to enlighten the people on the subject.

In spite of all these precautions, the riot broke out. A mob, consisting of 400 strong marched to the Self-Government Investigation Society and broke all the furniture therein. They then repaired to the office in connection with the numbering of the houses and destroyed all the census forms and furniture. A similar damage was done to a government school. Unfortunately the magistrate was absent at the time and his secretary at once sent a messenger to fetch the magistrate.

Meanwhile the rioters tried to break open the prison gates but fortunately the Secretary with presence of mind ordered all the Yamen runners and soldiers of the garrison to maintain order.

Subsequently the magistrate returned with reinforcement of soldiers and the rioters began to disperse. The local authorities are now trying to apprehend the ringleaders of the riot.

ANARCHISTS IN SOUTH CHINA.

Anti-Manchu Lectures.

(THE "TELEGRAPH" CORRESPONDENT)
Canton, July 26.

It has come to the knowledge of the Ng-chuen district magistrate on the border separating Kwangchow-wan from the Chinese territory that anarchists are delivering anti-Manchu lectures and inducing the people to join their party in the French settlement. It is reported that the French authorities have been approached to banish all these undesirable from Kwangchow-wan.

LEAGUE TENNIS.

Civil Service Club v. Club de Recreio.

The above clubs met in a league match on the Civil Service ground yesterday afternoon, the event falling to the visitors by the big margin of seven games.

The following are the details of the scoring.

J. J. Remedios and F. Remedios beat Hutchison and Wood, 7-4; beat Dawson and McEwen, 8-2; and lost to Dr. Atkinson and Biden 1-10.

E. Leitao and Pinna lost to Dr. Atkinson and Biden, 5-8; beat Hutchison and Wood, 7-4; beat Dawson and McEwen, 7-4.

P. L. Toza and F. G. G. G. beat Dawson and McEwen, 8-3; beat Hutchison and Wood, 7-4; and lost to Dr. Atkinson and Biden, 5-8.

A Friend in Need

A Chinaman was awarded three months' hard labour and four months' stocks by Mr. J. H. Wood this morning for stealing a box of clothing from the steamer Far-shan. Defendant called a constable to speak as to his (defendant's) good character. This was done by his friend, who stated that he had known defendant for the last fifteen years, but in the course of his evidence, he incidentally stated that the defendant had been banished before both from Singapore and Hongkong.

LAWN TENNIS.

Kowloon C. C. Championship.

The tennis championship of the Kowloon C. C. was decided yesterday evening, when Messrs. Green and Fittock met in the final of the competition. The result was in favour of the former who played an excellent game despite the fact that the ground was somewhat sticky through the full of rain that preceded the match. The first was a love set but in the second Fittock managed to secure a game. Play in the third was very good on both sides but in the later stages the loser began to play wildly and the game fell to Green by 6-2. At the conclusion prizes for the tennis section, as well as for the cricket, were presented by Mrs. Chee who was the recipient of a handsome bouquet.

The following was the prize list:—

Championship: Winner, S. E. Green; runner-up, C. Fittock; 3rd, C. H. Rose.

Singles Handicap "A" Class: S. E. Green; runner-up, E. Abraham.

Singles Handicap "B" Class: E. B. Annesley; runner-up, R. J. Brown.

Professional Pairs: L. Le Breton and C. H. Rose; S. E. Green and T. Chee.

Handicap Doubles: S. E. Green and T. Chee; C. W. Jeffries and P. Wolff.

Cricket.—Batting, 1st Eleven, Capt. Banbury; 2nd Eleven, W. Curwen.

Bowling.—1st Eleven, K. J. do Rome.

DYNAMITE ON RIVER STEAMER.

A Customs Haul.

(THE "TELEGRAPH" CORRESPONDENT)
Canton, July 26.

Early yesterday morning, a foreign customs employee while searching on board the S. Kwong-tung plying between Hongkong and Canton, located a large quantity of dynamite on board. The matter was immediately reported to the Viceroy by the Customs authorities, who at once despatched an official to investigate into the matter.

GARRISON CHAPLAIN SURPRISED.

Splendid Gift by C. E. M. S. Member.

For some time past the Hongkong Garrison branch of the Church of England Men's Society has been working under the grave disadvantage of having only a portable harmonium on which to accompany the hearty singing of the men at the meetings. A little while back some of the members determined to give the Army Chaplain, the Rev. W. H. Foster Pezz, who is the president of the branch, a pleasant surprise, and by dint of hard work they collected sufficient money to replace the diminutive instrument that had done such good service in the past.

Last night at an ordinary meeting before the commencing hymn and prayer, Sergeant Major Lake, a new well chosen words, called on Col. Bedford, who was also present, to hand over the instrument to the Chaplain for use in his rooms. The organ which has been stowed away from prying eyes in an adjoining room, was then produced and the presentation made by Col. Bedford in a happily worded speech. He hoped that the singing, which the instrument accompanied, would all times reach the throne of God by virtue of its sincerity.

The president in thanking the members briefly remarked that he was "completely knocked out" by the surprise.

After the singing of a hymn the chaplain delivered an instructive address on the early history of the Church, dealing especially with the travels of the Apostles and the spreading of the faith along the trade routes to Rome. The speaker remarked that the new religion was welcomed by many of the cultured people on account of the beauty of its teaching.

INDIAN NEWS.

Viceroy's Movements.

H. E. Viceroy will spend some time at the end of the autumn at Dohra Dun, as the proximity of the latter of Delhi will facilitate frequent visits and personal supervision of the Farbar arrangements. His Excellency will proceed direct from Dohra Dun to Bombay during the first week in December to receive His Majesty the King-Emperor.

Indians in the Transvaal.

A Johannesburg telegram says: Judge Sir J. Wessels, dealing with the application of a Mahomedan woman, decided that no body could bring into the Transvaal more than one wife.

The Indians protested to General Smuts, pointing out that polygamy was a recognised institution in India; and trusting that the former practice would be continued, despite the Judge's decision.

Plague Mortality.

The mortality from plague is rapidly decreasing and the deaths in all India during the week ending 1st July were 2,401 against 2,968 seizures. Provincial figures are as follows:—Bombay 469 deaths; Madras, 100; Bengal, 60; United Provinces, 157; Punjab, 1,443; and Burma, 175. Both Delhi city and district are declared free from plague, in fact the whole of Delhi Division, with the exception of Umbala, shows a clean bill.

Death of Mr. Edwards.

After passing a very restless night, Mr. Edwards began to sink and gradually passed away. Mrs. Edwards, who was spending the summer at Nainital, came down. The greatest sympathy is felt for her, and the people of Agra are sincerely mourning the loss of a zealous, kind-hearted and courteous officer.

Mr. Edwards' death was due to injuries sustained as the result of a pigsticking accident. He was Collector and District Magistrate at Agra.

Lions at Large.

There was intense excitement at the Public Gardens, Saifabad, when it was found that a lion and lioness had managed to escape from their cage.

The lions were conveyed to Mr. George Cornish, Superintendent of the Gardens, who ordered the garden gates to be closed and with the assistance of the Kotwal with a small army of police a hunt took place of the animals with the aid of drums. The party managed to get the lioness back to her cage.

It was different, however, with the lion who took refuge in a turret over the main gates and he defied all efforts to secure him.

After a considerable difficulty some 500 men engaged in the business succeeded in coaxing him into a trap which was kept ready and waiting for his reception, and he was finally caged.

The Abor Outrage.

It is understood that it has been settled that an expedition against the Abors shall be undertaken next October. A force of some 2,500 troops and military police should be sufficient to inflict exemplary punishment and to traverse the whole of the country up to the Tibetan border.

Medals for Indian Soldiers.

The Indians and Colonials receiving Coronation medals were assembled at Buckingham Palace, and were drawn up in single lines, ten deep.

An Indian tent, brought back by King Edward, was erected immediately below the terrace steps, and beneath the tent was a table with medals on it.

The King was accompanied by Lord Kitchener, the Prince of Wales, the Duke of Connaught and Lord Roberts.

The King had previously received Indian Princes and bestowed medals.

The Flery Ball.

Three eye-witnesses of position, whose veracity is not to be impugned, report that while walking out on the main road between the Station and the City near the Wesleyan Mission High School, Bangalore, they saw a phosphorescent ball fall across their path with a hissing sound.

A peon passing by warned them that the road was dangerous at night. Nothing is reported as to what ultimately became of the ball.

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

TOMORROW (Friday 28th), being the INDEPENDENCE-DAY of PERU, there will be a reception at the Peruvian Consulate, between 12 and 1 p.m. The acting Consul will be at home to British Officials, his Colleagues, to his own and Mr. Macleod's friends and to all who may call on occasion of the anniversary. Hongkong, 27th July, 1911. [1278]

VICTORIA RECREATION CLUB.

AN AQUATIC FETE will be held in the Club Bath, on SATURDAY, the 29th instant, commencing at 9 p.m. sharp. Admission Gentlemen (non-members) \$1.00 and Ladies 50 cents each. FRANK LAMBERT, Hon. Secretary. Hongkong, 27th July, 1911. [1279]

GRAND CHANGE OF PROGRAMME

AT THE
HUGE COMBINATION CIRCUS
FRANK FILLIS'
GREAT EUROPEAN CIRCUS
AND BYSACK'S
Hippodrome (Circus and Menagerie).

SITUATED: CAUSEWAY BAY.

TO-NIGHT! TO-NIGHT!
THE GREAT ENGLISH SPORTING SPECTACLE

TALLY HO! OR AN
ENGLISH HARVEST HOME.

The First Jump.

The Double Jump.

The Treble Jump.

AND

The Rear Water Jump.

Absolutely the most Daring and Spectacular ever presented to a Hongkong Audience. Hongkong, 27th July, 1911. [1281]

Regular Steamship Service to New York, via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

EXPRESS SAILING FROM HONGKONG FOR NEW YORK:

S.S. "SHIRAZ" (about 16th Aug)

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 27th July, 1911. [1280]

POPULAR
"ASAHI" BEER.

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [34]

NOTICE.

WE have this day been appointed AGENTS for THE ESSEX & SUFFOLK EQUITABLE INSURANCE SOCIETY, LTD., and are prepared to accept Fire risks at current rates.

OLDF WINK & CO.,
China Agencies, Aklebiolag,
York Buildings,
Hongkong, 25th July, 1911. [1277]

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR"
COLLAR

\$5.00 per doz.

In all depths from 1 1/2 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL,
LIMITED,

28, Queen's Road.

Hongkong, 15th June, 1911. [1048]

THE
SUMMER DRINK.

CAN BE MIXED WITH WATER, LEMONADE, SODA, &c., AND MAKES AN IDEAL COOLING AND REFRESHING DRINK.

IT IS THE MOST POPULAR NON-ALCOHOLIC DRINK IN THE UNITED STATES.



H. PRICE & CO., LTD.

12, Queen's Road Central.

Hongkong, 21st July, 1911

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
R.M.S. "EMPEROR" calls at MOI instead of Nagasaki.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong
"EMPEROR OF CHINA" Satur., Aug. 12. "EMPEROR OF BRITAIN" Fri., Sept. 8.
"EMPEROR OF INDIA" Satur., Sept. 2. "ALLAN LINE" Fri., Sept. 23.
"EMPEROR OF JAPAN" Tues., Oct. 12. "EMPEROR OF IRELAND" Fri., Oct. 20.
"EMPEROR OF CHINA" Satur., Oct. 14. "ALLAN LINE" Fri., Nov. 10.
From St. John
"EMPEROR OF INDIA" Satur., Nov. 4. "EMPEROR OF BRITAIN" Fri., Dec. 1.
"Emperor" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "EMPEROR" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43 Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI KWONGSANG Friday, 28th July, Noon.
MANILA LOONGSANG Saturday, 29th July, 2 p.m.
MANILA YUENSANG Saturday, 5th Aug., 2 p.m.
SINGAPORE, PENANG, & CALCUTTA KUTSANG Tuesday, 8th Aug., Noon.
SHANGHAI, KOBÉ & MOI FOOKSANG Tuesday, 8th Aug., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
Hongkong, 28th July, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ORTERIC"	11,000	Jas. Findlay	August 4th.
"SUVERIO"	11,000	F. Cowley	August 22nd.
"KUMERIC"	11,000	G. Mettill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 28th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjiawong	SHANGHAI	2nd half July	JAVA	2nd half July
Tjiabodas	JAPAN	2nd half July	JAVA	2nd half July
Tjikini	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjilafat	JAVA	1st half Aug.	SHANGHAI	1st half Aug.
Tjilarom	JAVA	2nd half Aug.	SHANGHAI	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings.

Telephone No. 375
Hongkong, 28th July, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...	KITANO MARU, Capt. F. B. Cope, Tons 3,000 IYO MARU, Capt. R. Takeda, Tons 3,000 HIRANO MARU, Capt. H. Ewer, T. 3,000	WEDNESDAY, 2nd Aug., at D'light. WEDNESDAY, 16th Aug., at Daylight. WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE...	SADO MARU, Capt. J. Richard, Tons 7,000	SATURDAY, 11th Aug., from KOBE
------------------------------	---	--------------------------------

VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. T. Izawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 16th Aug., at 4 p.m. TUESDAY, 12th Sept., at 4 p.m.
--	---	---

SYDNEY & MELBOURNE, via MANILA, THUNDER BAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 7,000 YAWATA MARU, Capt. T. Sekine, Tons 6,000	FRIDAY, 4th Aug., at Noon. FRIDAY, 1st Sept., at Noon.
---	---	---

KOBÉ and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, T. 6,000	TUESDAY, 1st August, at Noon.
-------------------	--	-------------------------------

KOBÉ & YOKOHAMA	TANIGAWA MARU, Capt. Kawan, Tons 8,000	THURSDAY, 3rd Aug., at 11 a.m.
-----------------	--	--------------------------------

SHANGHAI, MOI & KOBÉ	YAKATA MARU, Capt. H. Nomura, Tons 7,000	WEDNESDAY, 2nd Aug.
----------------------	--	---------------------

BOMBAY via SINGAPORE & COLOMBO	WAKASA MARU, Capt. Nelson, Tons 7,000	TUESDAY, 8th August.
--------------------------------	---------------------------------------	----------------------

† Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers. † Calling at Djibouti.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO,
Manager.

[5]

CHEAPEST SUMMER RATES

between
HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBÉ	MOI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.

1st Class	\$120	\$110	\$100	\$90
-----------------	-------	-------	-------	------

2nd "	\$ 80	\$ 70	\$ 60	\$ 50
-------------	-------	-------	-------	-------

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO,
Manager.

[5]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
-----	-----------	----------

HONGKONG & HAIPHONG	"SINGAN"	28th July, 10 a.m.
---------------------	----------	--------------------

NINGPO & SHANGHAI	"KWEILIN"	28th " 4 p.m.
-------------------	-----------	---------------

SHANGHAI	"CHINHUA"	29th " 4 p.m.
----------	-----------	---------------

TSINGTAU, WEIHAIWEI & TIENTSIN	"HUICHOW"	1st Aug., 4 p.m.
--------------------------------	-----------	------------------

CHEFOO & NEWCHWANG	"NANCHANG"	1st " 4 p.m.
--------------------	------------	--------------

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Tess" and "Taming," saloon accommodation antiseptic; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kailang" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Ansei, Chenan, Linan, Chinkai)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36,
Hongkong, 28th July, 1911.

[5]

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.
For Shanghai, Kobe & Yokohama:
S.S. Ambra 23rd July
" Alois 30th Aug.
" Freudenfels 25th Aug.
" Saavia 6th Sept.
" Sachsen 27th Sept.
" Bayern 6th Oct.
For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

HOMEWARD.
For Havre, Bremen & Hamburg:
S.S. "Suez" 1st Aug.
For Havre & Hamburg:
S.S. "Lissa" 9th Aug.
For Rotterdam, Hamburg & Antwerp:
S.S. "Sagitta" 12th Aug.
For Havre, Hamburg & Antwerp:
" Saxonia" 13th Aug.
For Marseilles, Havre & Hamburg:
S.S. "Silezia" 21st Aug.

Hongkong, 26th July, 1911.

[956]

HONGKONG—
PHILIPPINES.

PHILIPPINES
STEAMSHIP CO.

Steamship, Tons, Captain, For, Sailing Date.

RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 31st July, 4 p.m.
------------	------	-----------	-----------------------	---------------------------

ZAFIRO	4000	M. O. Smith	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 p.m.
--------------	------	-------------	-----------------------	-----------------------------

For Freight or Passage apply to
SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 22nd July, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHUI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to
A. R. MARTY,
24, Des Vaux Road.

Telephone 118,
Hongkong, 12th June, 1911.

[1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
----------	--------------------------------	------------------------------

ST. ALBANS	28th July	Saturday, Aug. 19.
------------------	-----------	--------------------

EASTERN	28th Aug.	Sept. 16.
---------------	-----------	-----------

ALDENHAM	8th Sept.	Sept. 30.
----------------	-----------	-----------

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to
Gibb, Livingston & Co.,
Agents.

[967]

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
---------	------	---------	-----------------

Tenyo Maru	21,000	E. Bent	Friday, July 28, Noon.
------------------	--------	---------	------------------------

Nippon Maru	11,000	H. S. Smith	Friday, Aug. 18, Noon.
-------------------	--------	-------------	------------------------

† Triple Screw, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer "TENYO MARU" will be chartered for SAN FRANCISCO via KAILING, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 28th July, at Noon.

SO'UTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)
Only Regular Direct Service to Mexico, Panama and Chilean Ports.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
---------	------	---------	-----------------

Kiyo Maru	17,200	S. Togo	Tuesday, Aug. 15, Noon.
-----------------	--------	---------	-------------------------

Buyo Maru	10,500	K. Hashimoto	Saturday, Oct. 14, Noon.
-----------------	--------	--------------	--------------------------

The Steam "KIYO MARU" will be chartered for MEXICO, PANAMA and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier).

Telephone No. 36,
Hongkong, 28th July, 1911.

[968]

COMMERCIAL.

Singapore Share Market.

Messrs. Fraser and Co's weekly share circular dated 19th inst., states:—

The marked improvement in shares to which we referred in our last circular was only temporary and the market has once more assumed a very dull tone. Business in rubber has been confined to comparatively few stocks. Industrials are quiet and it is only in the mining section that there have been any signs of activity.

Rubber.—Latex has been sold during the week at 75s. and 71s. 3d., Bukit Kajangs 33s. 9d., Chersonese 3s. 3d., Port Swettenham 17s. 6d., Ber-tams 5s. 8d., Pelepah Valleys 3s. 10d., 1-2d., Batang Malakas 2s. 1d., Hen-woods 4s., Ohimpuls 1s. 4d. and Killinghalls at 33s. 1-12d. premium. Now Singapore have been placed at \$5, Ayer Panas \$3.65 to \$3.50, Kempas \$3, New Serendahs \$2.10, Glenelg \$1.30, Nyulas 35 cents, Trafal-gars 75 cents. Jinhua 30 cents, Pulau Bulangs \$1.20 discount and Alor Gajahs \$1.40.

Mining.—Tin prices have dropped considerably but are firmer again at the close with strong buying orders from Penang and London. Business has been doing during the week round \$36. Bruggs have changed hands at \$5 to \$5.35, Bonta \$4.50 to \$4 ex. dividend and Sungei Gaus \$2 to \$2.25.

General.—A considerable business has been done in Straits Trading at quotations and there is some demand for Steamships at \$245 and Fraser and Naves at \$42.50.

London Rubber Auction.

A "Straits Times" correspondent in a message dated London, July 11, says:—

There was a much stronger tone at the auctions yesterday and prices were much better than those recorded a fortnight ago.

Three hundred tons of Plantation rubber was offered (255 tons Malayan) against 250 tons (208 Malayan) at the last auction.

The prices obtained and comparisons with last auction are as follows:—

July 11 June 27 Rise.

Fine Sheet 5/1 to 5/8 4/6 to 1/1 -1/1d.

Crepes 5/8, 5/8 4/8, 5/8 -1/4d.

Fine Para 4/4, 4/10 10/4 -1/10d.

Record prices were obtained at the auction held on April 19, 1910, and the prices yesterday are the lowest all round since that date:

Highest. Lowest. Fall.

April 19, June 13, 1910. 1911.

Fine Sheet 12/10 4/6 -8/1

Crepes 12/6 5/- 7/8

Fine Para 12/4 4/- 8/4

Second Quarter of the Year.

In the first quarter of the year there were seven auctions, and we waited for yesterday's auction to make a total of seven sales since the end of March for purposes of comparison. This comes out as follows:—

Malayan. Other sources.

LOG BOOK.

Straits Steamship Co.

Last week, the Straits Steamship Company's new vessel, the Krian, started on a trial trip from off Johnston's Pier and proceeded in the direction of Horsburgh lighthouse. It was a splendid run, the vessel was crowded and everyone aboard enjoyed the outing thoroughly. Mr. J. H. Sumner, the marine superintendent of the company and Mr. J. D. R. Kollar, assistant government marine surveyor, were present. During the run the vessel averaged twelve knots and proved remarkably steady; indeed, when she came out from Greenock and encountered some heavy weather both in the Bay and in the Indian Ocean her seaworthiness was commented upon. The Krian is 210 feet between perpendiculars, has a beam of 35 feet and a depth of 13 feet, her registered tonnage being 453. A special feature of the vessel is that, unlike other boats of the company's fleet, her cargo arrangements are amidships, there being fittings for 190 head of cattle on the main deck. She is a shelter deck ship with a well deck forward and has been built to British corporation rules, fulfilling the Board of Trade requirements for passenger vessels trading in the East. There is accommodation for first and second class passengers, electric light and fans being installed. She carries steel lifeboats, and also a 23 foot Kelvin motor launch. The Krian will eventually be placed on the East coast run, but at present will trade between Singapore, Malacca, Port Swettenham and Teluk Anson.

Pearling Lugger Capsizes.

A fatal disaster occurred on the 12th, off, somewhere between Melville Island and the mainland. Captain Edward's pearling lugger, the "Neptune", had started to come into Port Darwin. The diver was seated on deck, fully dressed except for his helmet, he having just finished work for the pumps. One of the crew, a new and inexperienced hand, was steering, and it is supposed that the boat was running before the wind when a sudden stronger puff caused the boom to jibe, and the lugger capsized. The diver, tender, and two of the crew were drowned. The other two members of the crew were picked up by another lugger after swimming some hours. The lost lugger was the best boat in Captain Edward's fleet and had a quantity of shells on board taken during the season.

Britain's Biggest Boat.

In the construction of the mammoth new Cunard Aquitania at Messrs. John Brown's yard, Clydebank, Glasgow, an important stage was reached when the ceremony took place of laying the first keel-plate on the berth which has been carefully piled and specially prepared to receive her. So far the dimensions of this steamer have not been officially given, but we are informed she will be Britain's biggest boat, and therefore the largest in the world. Although little has been heard of the progress made on the vessel since the official announcement that the Cunard Company had placed an order for a large steamer with Messrs. John Brown, work has nevertheless been proceeding quietly and unostentatiously for some time past. A large portion of Messrs. John Brown's shipyard has been set aside for the work in connection with the construction of the giant Cunarder. A number of civil engineers, with a small army of assistants, have been actively engaged in the preparation of the berth, the erection of imposing machine shops, the lengthening of the existing dock, putting into position new steel girders and cranes, laying new railway tracks, and other work necessary to cope with the extraordinary massive machinery and structural parts for the new ship. At the same time the builders have been busily obtaining veritable mountains of material. A portion of the huge steel girders to form part of the vessel's double bottom have been put together on a temporary berth, and longitudinal and transverse girders for about 700 feet of the vessel's length amidships have been prepared. It will be remembered that Messrs. John Brown were the builders of the Lusitania.

Intimations

AERTEX CELLULAR.

COOLEST & MOST COMFORTABLE UNDERWEARE

THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [125]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	NIGHT CARS.
7.00 a.m. to 8.00 a.m. Every 15 min.	8.45 p.m. and 9 p.m. 15 min. to 11.30 p.m. every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.30 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

SUNDAYS.

4.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.
8.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS on Week Days.

SATURDAYS.

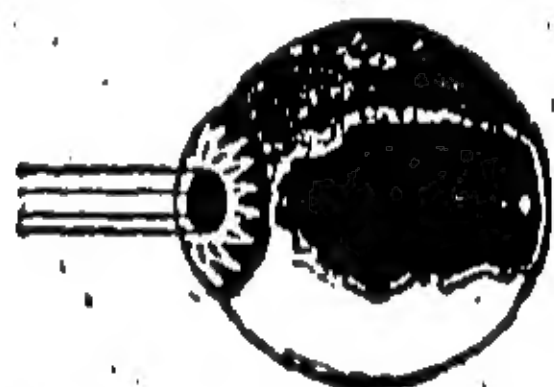
Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON

General Managers, Hongkong, 16th June 1911



SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,

14, D'Arny St. S.E., Hongkong.

Hongkong, 24th July, 1911. [292]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Lends on Mortgage of House Property

and

Grants received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers, Hongkong, 19th March, 1902. [41]

SHIPBUILDERS, SALVORS AND REPAIRERS; BOILERMAKERS, FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

THREE PATENT SLIPWAYS

each up to 3,000 tons,

allowing of launching and

launching ships with most efficient results

(on the Electric Crane on Quay—

ELECTRIC OVERHEAD CRANES THE PROPERTY

of the S.S. RANGLA and 100 Tons.

Estimates given for Docking, Repair to Hull and Machinery.

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
-----	----------	------------	---------

SHANGHAI, MOJI, KOBE & YOKOHAMA
SUCOTRA About 27th July } Freight only.
Capt. H. J. Colwell.....

SHANGHAI About 3rd Aug. } Freight and Passage.
Capt. H. Powell.....

LONDON, VIA USUAL PORTS OF CALL Noon, 5th Aug. } S. & Special Advertisement

SHANGHAI, MOJI, KOBE & YOKOHAMA
SARDINIA About 10th Aug. } Freight and Passage.
Capt. C. C. Talbot, R.N.

For Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, 24th July, 1911. E. A. HEWETT, Superintendent. [4]

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
-----	----------	------------

KOBE & YOKOHAMA ("PRINZ WALDEMAR") About SATURDAY, 29th July.
Capt. F. Hecke, 6,100

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG LUTZOW 17,300 } WEDNESDAY, 9th August, at Noon.
Capt. J. Borchardt

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ("PRINZ LUDWIG") 18,300 } About WEDNESDAY, 9th August.
Capt. L. Maass

MANILA, YAP, MARROON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE ("PRINZ WALDEMAR") 6,100 } SATURDAY, 12th August, at 4 p.m.
Capt. F. Hecke,

KUDAT & SANDAKAN ("BORNEO") 5,050 } Middle of August.
Capt. F. Hecke,

All the steamers of the Imperial Line are fitted with Wireless Telegraphy.

New System of Teletypes.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 27th July, 1911. [7]

A LING & CO

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [863]

STEAM LAUNDRY CO.

YAU MATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Linens and undergarments washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Beaumontfield Arcade, Tel. K82.

R. WOOD, Manager.

Hongkong, 1st Mar., 1911. [431]

JOHN THOMAS COTTON.

VETERINARIAN & FARMER (Qualified).

Business Address—

AH TOO STABLES,

No. 7, Rue de la Poste, Hongkong.

Telephone No. 272.

Hongkong, 27th July, 1911. [1006]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 699.

Hongkong, 2nd Jan., 1911. [78]

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
-------------	---------	----------

Haitan ... Capt. J. S. Roach, FRIDAY, 28th July, at 1 p.m.

Haiching ... Capt. W. G. Passmore, TUESDAY, 1st Aug., at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun ... Capt. A. H. Stewart, SUNDAY, 30th July, at Noon.

During the months of JULY and AUGUST, RETURN TICKETS valid for three months will be issued at a reduction of 20% on the usual rate for Fochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blaise Pier.

For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

55.]

Consignee

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 26th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.

Agents.

Hongkong, 24th July, 1911. 1270

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex S.S. "Morra."

From Persian Gulf, ex S.S. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Gossard and Douglas, at 10 a.m. on MONDAY and TUESDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 20th July, 1911. [4]

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 9.30 a.m.

All claims must reach us before the 6th of August, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This steamer brings Cargo Ex S.S. "Orizaba" from Venice. Transhipped at Port Said.

NORDDEUTSCHER LLOYD, MELBOMERS & CO., General Agents.

Hongkong, 26th July, 1911. [7]

Consignees.

FROM EUROPE

THE H.A.L. Steamship

"AMBRIA,"

Captain Feldmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 31st inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex S.S. "Faro" from Sebulon.

"Prestige" from Havre.

"Paul" from Stettin.

"Suzanne et Marie" from Bordeaux.

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE.

Hongkong, 26th July, 1911. [966]

To Sail

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR,"

Captain G. F. Hudson, will be despatched for the above ports on SATURDAY, the 29th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days.)

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 27th July, 1911. [127]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"GREGORY APCAR,"

Captain S. H. Hudson, will be despatched for the above ports on SATURDAY, the 29th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 27th July, 1911. [1227]

Hongkong—New York.

AMERICAN-ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVERCLYDE"

WED. DAY, 26th July, at Noon.

For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 26th July, 1911. [1240]

To Sail



The Peninsular and Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELHI,"

Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6th August, 1911, at Noon, taking passengers and Cargo in connection with the Company's a.s. "Moldavia," 3,600 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the a.s. "Calcutta," due in London on the 17th September, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

